





## NOTICE.

**THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, &c., &c.**  
For 1891.  
(With which has been incorporated "THE CHINA DIRECTORY.")

This work is now being prepared for publication. Additions and improvements are being made to render it more valuable as a Commercial Guide.

Those firms who have not yet returned the Printed Forms which have been sent to them to fill up would oblige by doing so as EARLY as possible.

The Publishers would be glad if Non-Comers, or those to whom Printed Forms have not been forwarded, would send in their Names and Addresses.

Terms for ADVERTISEMENTS may be learned on application at the Office.  
Daily Press Office, November 20th, 1890.

## NOTICE.

**A. S. WATSON AND CO.**  
FAMILY AND DISPENSING CHEMISTS.  
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NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON & CO., or to  
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**NOTICES TO CORRESPONDENTS.**  
Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and signed by individuals by name.

**BIRTH.**  
On the 22nd November, at 1, West Terrace, Mrs. J. F. McEwen, of a daughter.  
1891.

**The Daily Press.**  
HONGKONG, NOVEMBER 24th, 1890.

Announcement made through the medium of the *Agence Russa*, and telegraphed out by Reuter, should have a reassuring effect generally. It will be remembered that *M. Buzorgue*, when about to start for China, *via* Marseilles, to carry on the negotiations with the Peking Authorities, was suddenly detained and fresh negotiations, opened with the Marquis Tseho in St. Petersburg. The Chinese Representative was, it would seem, given very distinctly to understand that the Russian Government would not accept any agreement that had not first been approved by the Chinese Emperor. The Russians have been sold once, but they will not risk a repetition of the Treaty of Livadia episode. Nor can they be blamed for refusing to be played with. It is rather surprising that they have shown so much patience. On *Ch'ou Hov* ought never to have consented to the terms of the Treaty of Livadia, but, having done so, his Government were really bound by the act of their Ambassador, and had no right to repudiate the agreement. It was very futile, moreover, to kick against the terms of the treaty, if in the end the Chinese Government mean to accept conditions equally onerous and galling and pay a large indemnity for the delay and expense occasioned by their restiveness. We may be sure that, if the negotiations are progressing favourably from a Russian point of view, the Chinese are conceding all that has been demanded. It is possible that Russia has abstained from making too hard a bargain, as a matter of policy, but she is pretty certain to get her pound of flesh. A war with Russia, however, could not fail to be disastrous to China, and the latter is wise in trying to make the best she can of a bad job, and avert the consequences which an outburst of mandarin vanity and brag had brought so perilously nigh.

The Hainanese are obviously far from well disposed to foreigners, as the treatment recently experienced at their hands by the crews of the *James Batley* and *Tuffarelli* sufficiently prove. Mr. A. LAY, the Assistant in Charge of the Customs at Hoihow, in his report on the trade of that port for the year 1879, notes this feeling of hostility on the part of the natives, to foreigners and shows how it acts as a bar to their becoming acquainted with the interior of the island. He says:—"One great difficulty experienced when endeavouring to find out any particulars about the trade of this island is that the officials are very much averse to allowing foreigners to go any distance inland for fear of their being molested by the inhabitants of the villages through which they might pass. Although the people in the neighbourhood are exceptionally friendly towards foreigners, the fear, on the part of the mandarins, that the natives farther inland might be rude to strangers is, I think, a natural one, and we must be satisfied with second-hand information, and wait some long time before we can explore the island and ascertain its resources." It is a pity that the hostility of the natives should prevent the exploration of Hainan. Mr. LAY believes implicitly in the good faith of the mandarins, but we are not quite so confident of it. Over and over again it has been proved that the ill-will displayed by natives in China has been solely due to the instigation of the officials and literati. The disorderly character of the populace is a favourite plea with Chinese officials when they wish to place obstacles in the way of the foreign explorer. Moreover, if so disposed, they can in almost every instance secure the good treatment of strangers in advance, and there is no reason why the Hainanese mandarins should not exercise the authority they undoubtedly possess in this direction.

The steamer *Glendal* arrived in London on the 14th instant from Shanghai.  
A mail for Bangkok closes at Singapore at 11 a.m. to-day, the 24th instant.  
The delivery of the French mail was begun at 10 minutes after noon yesterday.  
Colonel Gordon was expected to arrive in England from Egypt on the 15th ult.

A telegram was received here yesterday from Shanghai announcing the purchase of a string of subscription grills for the next Hongkong race.

The Colonial Council of Saigon, it is said, voted a complimentary duty of five cents per parcel on rice imported after 1st January, 1891.—*Journal de Saigon.*

The Ocean Steamship Company's steamer *Ulysses*, from London, is to leave Singapore for this port this afternoon, and the steamer *Ulysses* will leave for London tomorrow afternoon for Singapore and this port.

The following were the vessels on the berth at home, for Hongkong, on the 24th instant:—*Glendal*, *Kenneth Castle*, and *Rathfriland*. Sailing vessels—*Corea*, and *Star of China*. At Liverpool—*Steamers—Albion, Cyclops, and Lydia.*

The *Strait Times* says:—On the 27th October, the German ship *Paula Reuter*, laden with coal, arrived at Batavia with her cargo on fire. By last evening (28th October) much smoke was issuing from the vessel but no flames. Assistance was being rendered by H.M.S. steamer *Sabik* with every prospect of gaining the mastery over the fire.

Yesterday morning Signor Cagli's Italian Opera Company, comprising eight artists, arrived here by the French mail steamer *Andromeda* from Batavia, where they have had a successful season. They will give a performance at the Theatre Royal, City Hall, to-morrow, when "The Trovatore" will be produced. We understand that this is the largest and best opera company that has yet visited Hongkong.

The ceremony of laying the foundation stone of a new chapel was performed last evening by Pastor Klitzke, of the Fountaine Hospital and Berlin Ladies Association. High street West. The Rev. gentleman deposited a case containing the sacred stone, which was witnessed by the principal members of the German community. Some speeches were made suitable to the occasion, and the children of the hospital sang a hymn at the conclusion of the ceremony.

The following were the current rates of freight for vessels on the berth at home on the departure of the last mail, October 15th:—Per Conference steamers:—To Hongkong, £1 10s weight, and measurement; to Shanghai, £1 10s weight, and measurement; to Hankow or Nagasaki, £2 0s weight, and measurement; to Yokohama, £2 10s weight, and measurement; to Kobe, £2 10s weight, and measurement; to Osaka, £2 10s weight, and measurement; to Manila, £2 10s weight, and measurement; to Cebu, £2 10s weight, and measurement; to Singapore, £2 10s weight, and measurement; to Batavia, £2 10s weight, and measurement; to Surabaya, £2 10s weight, and measurement; to Medan, £2 10s weight, and measurement; to Palembang, £2 10s weight, and measurement; to Sumatra, £2 10s weight, and measurement; to Java, £2 10s weight, and measurement; to Celebes, £2 10s weight, and measurement; to Moluccas, £2 10s weight, and measurement; to Philippines, £2 10s weight, and measurement; to India, £2 10s weight, and measurement; to Australia, £2 10s weight, and measurement; to New Zealand, £2 10s weight, and measurement; to South America, £2 10s weight, and measurement; to Europe, £2 10s weight, and measurement; to Africa, £2 10s weight, and measurement; to Asia, £2 10s weight, and measurement; to Oceania, £2 10s weight, and measurement; to Antarctica, £2 10s weight, and measurement; to the Arctic, £2 10s weight, and measurement; to the Antarctic, £2 10s weight, and measurement; to the Equator, £2 10s weight, and measurement; to the Tropics, £2 10s weight, and measurement; to the Polar Regions, £2 10s weight, and measurement; to the Subtropics, £2 10s weight, and measurement; to the Subarctic, £2 10s weight, and measurement; to the Subtropical, £2 10s weight, and measurement; to the Subpolar, £2 10s weight, and measurement; to the Subequatorial, £2 10s weight, and measurement; to the Subtropical, £2 10s weight, and measurement; to the Subarctic, £2 10s weight, and measurement; to the Subtropical, £2 10s weight, and measurement; to the Subpolar, £2 10s weight, and measurement; 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THE GRENADIERS OF THE FIRST EMPIRE.

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| still maintained<br>Europe, and of<br>ells, a conjunc-<br>students in the<br>tended for the<br>the churches har-<br>many priests<br>to turn out an-<br>main. It has, in<br>magical-furni-<br>may be conso-<br>tion, — <i>Globe</i> . | Polham,<br>Starfield                                | Oct. 28<br>Oct. 29            | Chas.                    |
|  | Bohemia<br>Lorve<br>Matless<br>Onward <sup>c</sup>  | Sept. 5<br>Sept. 3<br>Sept. 2 | T. B. B.<br>D.<br>Bo.    |
|  | Alexander,<br>Clurnham<br>Fane<br>F. P. Littlefield | Nov. 3<br>Oct. 22             | Chas.<br>B.<br>G.<br>Sp. |

Brit. bk. 570 Melchers & Co  
 HIOGO.  
 In Port on 17th NOVEMBER, 18  
 Amr. sh 1633 Browns & Co  
 Brit. bk 751 F. Heinemann & Co  
 Amr. sh 1193 C. Illies & Co  
 Brit. sch 208 M. Heineann & Co  
 YOKOHAMA.  
 In Port on 17th NOVEMBER, 18  
 Amr. sph 52 J. E. Collier  
 Brit. th 1830 Ed. Fischer & Co  
 Brit. bk 775 Melseim & Co  
 Amr. th 1093 Walsh, Hall & Co

|              |         |
|--------------|---------|
| Chuang-wan   | Revenue |
| Ching-on     | Victory |
| Ching-ting   | Revenue |
| Peng-shi-hai | Victory |
| Tehing-on    | Victory |
| Tehing-po    | Revenue |
| Tehun-tang   | Victory |
| Quang-on     | Revenue |
| Shien-shi    | Victory |
| Sui-tang     | Victory |
| Li-shé       | Revenue |
| Tsing-po     | Victory |

Printed and Published by

|         |   |     |     |                 |
|---------|---|-----|-----|-----------------|
| praiser | 2 | 30  | 20  | Chung-wing-fai  |
| gunboat | 4 | 189 | 60  | P. Ross rd      |
| gunboat | 4 | 609 | 120 | C. H. Palmer    |
| gunboat | 2 | 129 | 40  | Chinese Admiral |
| gunboat | 3 | 150 | 40  | Ching           |
| gunboat | 4 | 129 | 40  | Chan-ti-hu      |
| gunboat | 5 | 189 | 60  | Ling-ping-tio & |
| gunboat | 4 | 189 | 60  | J. H. Wade      |
| gunboat | 4 | 89  | 20  | J. Cadher       |
| gunboat | 6 | 189 | 90  | A. Garsoua      |

Printed by R. CHATTERTON WILCOX, Wyndham Street.

Canton River  
 Pak-hoi  
 Chung-chow  
 Boguo Fort  
 Boguo Forts  
 West Coast  
 Borne Forts  
 Macao  
 Hai-ling-shan  
 Canton River  
 West Coast  
 Hongkong,

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| NAME. | FLAG. | GUNS. | H.P. | CAPTAIN. |
|-------|-------|-------|------|----------|
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| CANTON GUNBOAT SQUADRON. |                   |       |       |      |                 |
|--------------------------|-------------------|-------|-------|------|-----------------|
| NAME.                    | FLAG AND RTG.     | GUNS. | TONS. | H.P. | COMMANDER.      |
| Li-hai                   | Vicroy's gunboat  | 7     | 250   | 75   | J. Godail       |
| Chue-hing                | Revenue cruiser   | 2     | 30    | 20   |                 |
| Chien-to                 | Vicroy's gunboat  | 7     | 250   | 75   | J. Stewart      |
| Ching-ju                 | Revenue cruiser   | 3     | 30    | 20   | Walker          |
| Chueg-wan                | Revenue cruiser   | 2     | 30    | 20   |                 |
| Ping-on                  | Vicroy's gunboat  | 4     | 150   | 60   | Chueg-wing-fai  |
| Ching-ting               | Revenue cruiser   | 4     | 150   | 60   | C. L. Palmer    |
| Peng-chi-hai             | Revenue cruiser   | 2     | 120   | 40   | Chinese Admiral |
| Ching-ju                 | Vicroy's gunboat  | 3     | 100   | 40   | Ching           |
| Ching-ju                 | Vicroy's gunboat  | 2     | 150   | 40   | Chang-ti-hu     |
| Ching-ju                 | Revenue cruiser   | 4     | 120   | 40   | Liung-tai-tse   |
| Ching-ju                 | Vicroy's gun boat | 5     | 180   | 60   | H. Wade         |
| Chien-chi                | Revenue cruiser   | 4     | 80    | 60   | J. Calder       |
| Sui-tsing                | Vicroy's gunboat  | 4     | 80    | 20   | D. Read         |
| Li-hé                    | Revenue cruiser   | 4     | 120   | 60   | A. Gersonau     |
| Ching-ju                 | Vicroy's gunboat  | 6     | 120   | 60   |                 |

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